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CHAUFFEUR CHAFF
OR
AUTOMOBILIA

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CHAUFFEUR CHAFF or AUTOMOBILIA

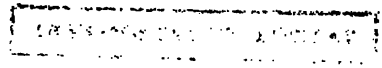
Edited by

CHARLES WELSH

Anecdotes Stories & Bon-mots

Also a History of the Evolution of the Automobile

H.M. CALDWELL CO.
BOSTON



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Electrotyped and Printed by C. H. Simonds & Co.
Boston, U. S. A.

10-13-39

NOTE

THE thanks of the publisher are due to the Editors of *The Smart Set* for permission to use several short extracts from that magazine.

AUTOMOBILIA

THE FASCINATION OF AUTOMOBILISM

No matter how much a motor-car costs, says C. N. Williamson, it is worth it; and, if it does nothing else, it saves doctors' bills. If every worried man, every overworked man, and every unhappy man could borrow, buy, or steal a motor-car, most of the insane asylums would in time be shut up.

And then, the excitement it gives to life! No man, still less woman, can be dull and possess a motor-car; nor is satiety induced by possessing many motor-cars, for each one

is as different in disposition and habits from every other as a Japanese from a Russian.

The manufacturer may turn out a hundred of the same make and the same horse-power within a given number of months. But do twins or triplets feel bound to think alike and act alike just because their features are made on the same pattern, and their parents save expense by cutting their clothes off the same piece of cloth? Not they — and not automobiles.

Some have exquisite, sunny dispositions, as radiant as their own Bleriots. Caress their starting-handles and their sensitive natures respond, giving you the best that they have and are, and delighting to do it without any coaxing. Other conceited machines, which think a great deal is due to their dignity, must be coaxed, or they will refuse to go. A few are naturally sullen, and I have known them vicious: these need severity, but all those worth their petrol can be conquered by a born chauffeur.

AUTOMOBILIA

Men who have a constitutional antipathy to machinery — as some people have to cats — can never drain the full draught in motoring, for they will simply enthrone themselves, enveloped in furs, while another man guides the car and knows the best and worst of it.

To play the game as it should be played, an automobile owner must not regard the heart of his steed as a mere greasy mass of mechanism and think only of the glossy outside. He must put on overalls and acquaint himself with the inner workings of the creature's soul. He must at least understand thoroughly the significance and relationship of the various parts, be able to adjust and clean them, and know by the sounds which issue from the engine and the gearing what is happening in the dark recesses — whether the monster has indigestion, whether he is coughing, swearing, or only cooing to himself.

No pleasure is more complete — not even the obvious one of flying through the air at

fifty miles an hour — than to triumph over a refractory or mysteriously ailing automobile, and to do it all yourself. There is the same kind of pride in this achievement as that of a man who makes a haughty thoroughbred obedient to the rein. Beyond all this, there is no fun so good as the fun of learning, for an amateur chauffeur whose heart is in the game. He talks of tires and carburetters, sparking-plugs, and densemetres, as a lover discourses of his lady's eyelashes. And he can be a lover, too, all the better for being his own chauffeur; for, if he and the automobile are good friends, he can take her for an outing with no smug professional sitting in the tonneau, straining both ears to overhear the conversation.

One ailment for which motoring is particularly beneficial, I don't think I have ever seen mentioned in print. One hears and knows that it is a cure for consumption, asthma, dyspepsia, insomnia, and love-sickness; but it is also an infallible remedy —

or so I have found it — for the tendency to lose hope too easily.

The triumphs of hope over experience in motoring are beyond counting. An accident happens; but you feel sure that it will not happen again. You carry friends away with you on an expedition, with a certain delightful goal in view. Either you do not reach that goal in time or you do not get there at all; but that doesn't matter to you. You are confident that no other adventures could have been so delicious as those which you and your party have had; while as to reaching the exact destination you had happened to choose, that was no more than a detail; and that, in fact, everything was for the best, in the best of all possible automobiles.

This state of mind gradually sweetens your disposition, bears you gaily through the minor trials of life, keeps you happy and makes you popular, even though you may not be self-conscious enough to attribute it all to motoring. Nevertheless, it is really

that. And you can only obtain this full result by knowing how to be your own chauffeur. Accidents, instead of being amusing, are maddening when you can't find out for yourself what is the matter, but must trust to some one else to solve the mystery. But play the game as it deserves to be played, and the road across the world is open to the amateur chauffeur just because some clever fellow has invented a little engine to run for hours without tiring, given some common spirit to vapourize, and an electric spark to explode it.

EMPTY GASOLENE TANCQ

A fellow who drove a Darracq
Went into a race on the tracq.
When he ran out of juice
He exclaimed, "Oh, the duice;
My chances look horribly blacq!"

AUTOMOBILIA

THE MOBILIST

(With apologies to the shade of Tom Moore.)

The mobilist to the road has gone,
In front of the garage you'll find him;
His goggles for the day he has girded on,
And his can full of petrol's behind him.
Iron horse, cried he, as he flew,
Tho' all the world deride thee,
One motor fiend still finds thee true,
And he's the man that shall guide thee.

The cop caught him speeding too fast that day,
But that did not bring his proud soul under;
He planked down the dollars he had to pay,
And rattled away like thunder.
My heart's chug chug, cried he, as he flew,
What though the cops may catch thee,
While I've the dough, away we'll go
As fast as I can drive thee!

C. W.

AUTOMOBILIA

A RECORD

"Have you made a record with your automobile yet?"

"Oh, yes; two dogs, a chicken, three small boys, and a street-cleaner, all run over in less than an hour!"

AUTOMOBILE ALPHABET

A was an *Automobile* from the Club,
B was a *Bobby* who hid in a pub.
C was the *County* in which we were courted,
D was the word which we used — not reported.
E was B's *Evidence* carefully cooked,
F were the *Fibs* which so innocent looked.
G the *Good* conduct award that befell,
H the *Head* bobby who told 'em so well.
I was the person who paid for the lie,
J was the *Joke* that the beak did supply.
K was the *Kind-of-a-smile* that I forced,

AUTOMOBILIA

L when my *License* was smudged and indorsed.
M is the *Money* we've not got to spend,
N is the *Note of Appeal* we will send.
O! is the word the head bobby will say,
P at the *Perjury* threatening his way.
Q is the *Qualm* that he'll get on appeal,
R is the *Roasting* he'll get for his zeal.
S is the *Sentence* he's now got to spell,
T is the *Truth* that in future he'll tell.
U are the friends who will join in the chaff,
V is the *Vintage* we'll all of us quaff.
W up is the way that you'll laugh,
And allow me to point out that X, Y, Z is the new head bobby with his brand-new clock chronometer more careful by half.

CATCHING A BRIDE

He was a typical "gay young blade," and the fact that he was a bridegroom of only a few weeks' standing, and that his wife was

wealthy, soon ceased to be a secret from other near-by passengers in the car, because of the unguarded tones in which the new Benedict conversed with his companion. As the talk became more confidential, the companion asked:

"How did you catch her and land her?"

The bridegroom answered:

"My boy, get an automobile. Take them riding, and show your nerve. It wins them every time."

'Twould be a pity to know that there was any truth in the philosophy of this gilded youth. 'Tis to be hoped that the automobile will not fall under the ban as a parent of mesalliances, as did the late lamented bicycle.

UNAVOIDABLE DELAY

"What made you so late?"

"I came up in my automobile, and passed here three times before I could manage to stop."

AUTOMOBILIA

A FINE TIME

Old Gentleman — But what sort of work are you fitted for?

The Tramp — Well, ye see, boss, I'm used ter bein' in jail, and I was thinkin' I wouldn't mind takin' a job as chauffeur.

SHAKESPEARE AS SHE IS INTERPRETED

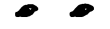
A correspondent of a literary journal — a youthful one, no doubt — thinks that Shakespeare had a "prevision" of electricity when he wrote:

> "I'll put a girdle round about the earth
> In forty minutes,"

and of photography when he wrote:

> "The glorious sun
> Stays in his course and plays the alchemist."

The correspondent asks where he can "substantiate" this, says the *London Globe*. We cannot tell him, but we believe that the plays contain equally irresistible evidence that Shakespeare kept his motor-car.



OBJECTION FILED

(A class for the training of devil-wagon drivers and owners will shortly be opened at the West Side Branch of the Y. M. C. A., in Fifty-seventh Street, with the purpose primarily of creating a better race of chauffeurs. — *Manhattan News*)

The old religion used to make
Slow fellows often fast,
Monastic recollections wake
Dim echoes of the past.

Y. M. C. A. men, many a day,
Have made fast fellows slow;
This chauffeur educating may
Extend the work I trow.

Alas, a Devil Wagon run
By such a graduate tame

Might give a Philadelphian fun,
But I've another aim.

My chauffeur must be ever bold,
And swifter than the wind,
The lead to gain, the lead to hold,
And cops to leave behind!

I cannot use the man who flunks,
Or shows a lack of gall;
I did not pay ten thousand plunks
To head a funeral!

MOTOR POWER

"That'll be a powerful machine," said a native of the north of Scotland to a motorist.

"Yes, it's a splendid car," replied the owner, proudly.

"I suppose a car like that will be nearly a hundred horse-power?" suggested the countryman.

"Oh, no," said the motorist, modestly; "it is only ten horse! A hundred horse-power car would be much larger."

"I wasn't going by size," the Highlander explained, drily. "I was going by the smell of it!"

BUYING AN AUTOMOBILE

Let the novice first of all ask himself how much he can pay for a car, its up-keep, and other incidentals. If he can say, "Now I can spend $2,500 on a car," that gives him a starting-point, and then he can ask for advice as to how he may best utilize that sum. At the same time, he must settle for himself what type of car he wants — that is to say, will a two-seater suit him, or will he need a handy little four-seater, or a roomy car with side entrance, or, in other words, what we may call a large touring-car.

In considering the size of the car and its carrying capacity, we must bear in mind the

horse-power of the engine and the nature of the work the car will be put to. The engine power must be such that with a full load the car will be able to do a journey over give-and-take roads at a fair average speed, and will not fail on an ordinary hill. Makers of repute always proportion their engine power to the work the car will be put to, and this matter may be safely left to them. As a rule manufacturers understate the horse-power of their cars, but in a badly made car this is no guarantee that the engine will do its work under full load, as the horse-power stated is the gross power given by the engine, and not that which is delivered at the road wheels. In the transmission much power is lost, especially in poorly made vehicles.

Generally speaking, one can only get two-seater cars at prices up to $1,000, although there are several notable exceptions to that rule. The horse-power runs to about eight as the maximum, and a good average figure is six. Thus, the man who will not spend

more than $1,000 for a car, and who wants to keep his year's motoring expenses under, say $1,500, will then be suited with a six horse-power car, costing about $1,000, and seating two; or for about the same money he can get an eight horse-power seating three. This latter arrangement, however, is usually effected by a spider seat, and has many disadvantages.

It is between the prices of $1,000 and $1,500 that the buyer has the best opportunity of making a good choice of a small, or even a fairly good medium-sized car. From $1,000 to $1,250 we are still within the influence of the small car, single cylinders giving way to twin cylinders, seats frequently increasing from two to four, and many other details improving. The horse-power runs from six to ten, and some really excellent little cars can be had in this class. Speeds are not very high with a load up, but the twin-cylinder engines give smoother running, and the cars can take the hills pretty well.

From $1,250 to $1,500 quite a fair number of medium-powered cars capable of seating four can be had, and this is a satisfactory class for the man of moderate means to seek a four-seater in. The horse-power ranges from eight to twelve, the cylinders are of the twin variety, but the detail work is much better, and the makers have a fairer chance of making a satisfactory car suitable for the work specified.

Advancing by another $250 to the stage between $1,500 and $1,750, we are in the four-seater class, in which four-cylinder engines begin to be found. The horse-power runs from ten to fourteen, and we shall find a number of well-known brands represented. This is a good and safe class, provided we do not ask too much in the way of horse-power or speed. Next comes a very important class, *viz.*, that from $1,750 to $2,000, the four cylinders becoming more frequent and more dependable, the seating accommodation being very comfortably designed for

four, and the horse-powers ranging from ten to eighteen. In a way this overlaps the previous class, but the extra $250 or so makes a lot of difference in the general finish and equipment, and we are more likely to get a car really up to date in all respects.

Equally important is the next class, from $2,000 to $2,250, in which we get a choice brand of four-cylinder, four-seaters, with about the same horse-power, and occasionally find a car capable of taking five or six people. This class can be strongly recommended to the man in search of a good car of medium price, fast, and powerful enough for all ordinary requirements. At prices from $2,250 to $2,500 four cylinders become the rule, and the horse-power ranges from twelve to twenty, whilst the seating sometimes accommodates five or six. Here we have extra provision made for speed, a bigger reserve power for hills, and, generally speaking, a high-class touring-car, well fitted for hard work in a difficult country.

From $2,500 to $2,750 we have cars practically of the same class, and not so many of them. But from $2,750 to $3,000 there is an important section of four-cylinder cars accommodating five or six people, and with horse-powers running from sixteen to twenty-four. We are now in the large touring-car class and will have our pick of many famous types. Here also reputation counts a good deal, and an extra price must often be paid for it. The next class may be taken from $3,000 to $3,500, the four-cylinder reigning supreme, seating being for five, six, or eight in a few cases, and horse-power running to thirty. Special types of carriage bodies bring many cheaper classes up to these prices, but so far we have considered the usual open bodies.

From $3,500 to $4,000 the accommodation is about the same as in the previous class, whilst the horse-power runs to about thirty. The very best cars of this rating may be found represented here. At prices above

$4,000 we get still larger cars, and an occasional six-cylinder, whilst carriage work and general equipment are largely responsible for the extra cost. At the $5,000 and over we come to what are sometimes called the "millionaire's cars," magnificent vehicles, of the best brand, very speedy and powerful, and in effect really luxurious vehicles, far beyond the reach and the need of the average man.

A CONCLUSION

De Style — There were eight hundred killed in the Philippines.

Gunbusta — I didn't know they had automobiles out there.

A FABLE

It was early morning, and all the little children gathered around the great, throbbing automobile.

"It's ours!" they exclaimed with joy.

"Yes, it's ours," said the first child. "Let's get on and have some fun."

"We'll want an hour or so," said the second child, "until all the rich men's sons have come out of their clubs and are playing in the streets. Bring your money, in case some policeman makes a bluff to stop us. Here are some goggles to disguise us."

In an hour they were off down the street, speeding toward the avenue where the rich men's sons were playing. With a great smell and a snort and a rattlety bang, they flew along. How the rich men's sons scattered! But it made no difference; they were tossed in the air and flung far and wide. Then the machine came back and did it all over again.

"It's great sport," said the first child.

"Isn't it?" said the second. "And I enjoy it all the more because these rich people have no rights anyway, and there's nothing in the Constitution to prevent us. Hooray!"

Moral: It's a poor rule that doesn't work both ways.

AUTOMOBILIA

FROM "THE MERCEDES"

BY W. E. HENLEY

(Here is the rhythm of the automobile expressed in verse.)

Hence the Mercedes!
Look at her. Shapeless?
Unhandsome? Unpaintable?
Yes; but the strength
Of some seventy-five horses:
Seventy-five puissant,
Superb fellow creatures,
Is summed and contained
In her pipes and her cylinders.

. . . . . .

Yet ask but a sign,
But a proof of her quality,
Handle her valves,
Her essentials, her secrets,
And she runs down the birds.
(You can catch them like flies,

As, poor wretches, they race from you),
Ay, and become as the spirit and mind
Of God's nearest approach
To Himself hath so willed it,
The angel of speed,
Speed in the laugh of the Lord.

. . . . . .

Thus the Mercedes
Comes, lo, she comes,
This astonishing device,
This amazing Mercedes,
With speed —
Speed in the fear of the Lord.

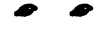
SOLILOQUY OF THE AUTOMOBILIST

(From Hamlet up to date.)

To stop or not to stop: that is the question.
Whether 'tis wiser for a guiltless chauffeur
To halt, when ordered by officious policemen,

Or to protect himself from future trouble
By just ignoring them? To halt; to tip:
No more. And by a tip we say we stop
That summons for exceeding legal speed
That flesh is heir to! 'Tis a consummation
Devoutly to be wished. To halt — to tip —
And *then* be fined! Ay, there's the rub;
For in a court of law there are imposed
Such awful penalties on motorists
That give us pause. There's the respect
That makes us anxious to observe the law.
For who would bear the tedious procedure,
Policemen's tales, his witnesses' untruths,
The quips of judges, and the spurns
The patient from reporters takes,
When he could easily prevent them all
With his top speed? Why who would ever stand
The weird decisions of a magistrate,
But that the dread of something worse than
A star placed next the number of one's car,
this,

And give the police more scope, puzzles the will,
And makes us rather bear those ills we have
Than fly to others that we know not of?



WITH APOLOGIES TO TENNYSON

He will hold thee in the future, when less passion he doth feel,
Something better than his dog, not so perfect as an automobile.

THE AUTO IN WAR

Those two modern inventions, the telephone and the automobile, have had hot service in the recent series of battles. Oyama has used the former to direct the operations of his army, and Kuropatkin the latter to get away with.

AUTOMOBILIA

THE AUTO GIRL

No longer doth she reign as queen
  In fashion's giddy whirl,
Her throne is now the fleet machine,
  That lithesome auto girl.
No more is her complexion due
  To decorative brush,
But nature paints her every day
  With health's bright rosy flush.

AND YET HE "BUBBLES"

They said you would not balk or plunge or rear;
Yet home I'll have to walk and leave you here.
As gentle as a lamb they said you'd be;
As vicious as a ram, you've been to me.
They said you would not shy or run away;
Yet here you lie, and I, both wrecks to-day.
They said you'd never try to "take a fence;"
You took it on the fly and moved it hence.

AUTOMOBILIA

The horses' fastest gait was slow for you;
You had the asses' trait of meekness, too;
You were with ease controlled, or so they
said;
Yet here but now I rolled out on my head.
Oh, let me once more feel that I'm astride
The good old horse or wheel I used to ride.
They never left me sore as here I'm seen
Preserved, with bumps galore, in gasoline.

LOWER DOWN

"What were you on Earth?" asked St. Peter at the gate.

"I was a chauffeur," was the reply.

"Did you travel fast?"

"Fast? Well, I should smile! Nothing ever passed me on the road."

"Ah, you were a scorcher, then."

"That's what was the matter with me."

"Well," said he of the keys, "there's no scorching here. You belong lower down."

AUTOMOBILIA

SAD

Her doleful look and tones reveal
That she's in sorrow's snares;
The truth is, her automobile
Is laid up for repairs.

AT THE GATE

"Oh, let me in, kind saint!" he cried,
But Peter said, "No, no!
You've brought your car; if you must ride,
There's cinder paths below."

A FAIR CHAUFFEUSE

A fair chauffeuse of Gloucester
Scorched into a coal-cart which toucester;
Though she landed all right,
She was near dead with fright,
And the shock to her feelings it coucester.

AUTOMOBILIA

THE AUTO AND GOOD ROADS

"While it is no doubt creditable to the ingenuity of the American maker that he has constructed an automobile which will travel fairly well over the makeshift roads we have," says Col. A. A. Pope, "it is none the less true that he has been seriously hampered, as compared with his foreign competitors, by this difficulty. If the automobile is ever to become popular, in the wide sense of the term, it must first be provided with decent highways on which to run. Why should so many of our foremost automobilists go to Europe every year to enjoy the pleasure of a tour? This country is big enough, and possesses sufficient variety of scenery, to make ideal touring. With good highways there is not a State in the Union which could not provide an itinerary equal to those . . . which American visitors travel in Europe.

"Automobilists complain, and justly, too, that in the speed laws passed by State Leg-

islatures and local municipalities they are made the object of invidious class restrictions. They demand to be treated as ordinary citizens, subject to the same laws in travelling as the man in a buggy or the pedestrian on the sidewalk. The fact that they are not so treated is, of course, evidence of the existence of a prejudice which only time and education can overcome.

"The railroad train had to meet just such opposition in its early days, and the bicycle was the target for no end of similar abuse. But where these two modern improvements overcame prejudice by the sudden popularity they gained as means of transit, the automobile cannot hope to do the same. For the present, therefore, it is as well that automobile enthusiasts for good roads should hide their identity under a bushel. As ordinary citizens, their influence will be incalculable, for every automobilist is necessarily a man of some means and importance. They will be wise to use that influence for what it is worth

individually, and not to attempt any agitation collectively as an organization.

" Sooner or later, their cause will triumph. The luxury of to-day becomes the necessity of to-morrow, and so it will be both with the automobile and with the good road."

" Besides the sport of automobiling, there is another side that is of interest, that is, the effect the sport must eventually have upon transportation," says an eminent racing automobilist. " Every invention, every improvement made in racing-cars is for the benefit of the man who may wish to ride for pleasure, or who may want to use a motor commercially.

" Automobiling also tends for better roads. One of the greatest blessings of the bicycle was this improvement in country and city ways, and the auto is taking the work up where the cycle left off. These, of course, are economic gains."

AUTOMOBILIA

A CHAUFFEUR NAMED BILL

A fearless young chauffeur named Bill
Could climb any sort of a hill;
  And perhaps it seems strange,
  But sometimes, for a change,
He'd go through, with the greatest of skill.

HER INEVITABLE CHOICE

"Why are you so sure your wife will want an automobile for Christmas?"

"Why, there isn't anything that costs more, is there?"

MOTOR MUSINGS

(The reflections of a lonely amateur, lying prone beneath his car, vainly endeavouring to locate the cause of a weird and woful effect.)

Ye clodhoppers crude, as your faces
  Look down with contentment aglow —
If one of you would but change places

AUTOMOBILIA

With me, the poor duffer below!
For, wrapped up in my tarpaulin jacket,
With half of my journey to go —
What means this detestable racket?
Pray tell your poor duffer below!

My car that I treasured so dearly
Has suddenly changed to a foe;
It may be a " little thing " merely —
But not to the duffer below.
For, wrapped up in my tarpaulin jacket,
And ev'rything else *comme il faut*,
I don't know a stay from a bracket.
I'm but a poor duffer below!

What use is my 'varsity knowledge? —
I'm really most anxious to know.
If only the men at my college
Could see this poor duffer below!
Now what use is my tarpaulin jacket?
I can't make the wretched thing go;
To splinters I fairly could hack it.
Who'll help a poor duffer below?

AUTOMOBILIA

I once with the lords of creation
Considered my being in co.;
But, gone my preëminent station,
I'm but a poor duffer laid low!
So I'll doff me this tarpaulin jacket
And into oblivion I'll throw
This brain-rending, nerve-smiting packet
Above the poor duffer below.

CUPRUM AUT AUTO?

Should an auto burn up, while to court on its way,
And cremate the "copper" who had made it his prey,
Would the burn of th' *auto* be an "auto-da-fé,"
Or'd the burn of *copper*, while holding his sway
O'er a car he'd caught speeding at twelve miles a day?

AUTOMOBILIA

MODERN MOTHER GOOSE

Mary, Mary, quite contrary,
How does your motor go?
With ringing bells and shocking smells
And cylinders all in a row.

Old King Cole was a merry old soul,
And an up-to-date king was he;
He called for his cinematograph, he called
for his radium,
And he called for his chauffeurs three.

Ba! ba! Blacksmith, have you any petrol?
Yes, sir; yes, sir, three cans full;
One for the Panhard, one for the Mors,
One for the little Car that pants without a
pause.

The automobile fever is getting epidemic, but it is considerably less fatal than it was in its earlier stages, and more contagious.

AND COLLECT DAMAGES

Hiram — Where ye goin' with that blind hoss, an' that ol' ramshackle wagon?

Silas — I'm goin' up the road a piece, an' see if I can't meet one o' them automobiles.

THE BREAKDOWN

Knicker — What repairs did you have made on your auto?

Bocker — Four new wheels and my shoes half-soled.

WHEN JULIA "MOTES"

(*Two Points of View*)

I. — THAT OF A TOO SUSCEPTIBLE RHYMESTER WHO AFFECTS THE SEVENTEENTH CENTURY

When in her Motor Julia goes,
How soft the air that round her blows!
Just ruffling on her forehead fair

AUTOMOBILIA

The golden tendrils of her hair.
Bright as the Dawn's first rosy streak,
Blushes through gauzy clouds her cheek.
The roguish Loves in eager flight
Are snared within the tangles light
Of filmy scarf, that fluttering floats
When Julia motes.

The Goddess in her dove-drawn car
Less fleet than Julia is by far!
My lady's chariot hath no need
Of peacocks, doves, or prancing steed.
Upon a wheel her slender hand
She lays, and swift at her command
It flashes forward like the wind,
The Gazer turns to look behind,
"Dea in Machina!" he misquotes
When Julia motes.

Thus, like a conqueror, proud and gay,
She drives on her triumphal way,
And binds, despite my fond appeals,
Me captive to her chariot wheels,

While Cupid o'er my anguish gloats
When Julia motes.

II. — THAT OF THE TWENTIETH CENTURY REALIST

When in her Motor Julia goes,
What smut begrims her pretty nose!
How rough and out of curl her hair!
Her eyes through owl-like goggles glare;
Her heralds are the hideous shriek
Of horn and petrol's noisome reek.
We see approach a shapeless fright,
With head in duster tied up tight,
Arrayed in baggiest of coats
When Julia motes.

The Scorcher, in his racing-car,
Less rash than Julia is by far!
Through streets and lanes at topmost speed
She loves to dash, and takes no heed
Of regulation or command;
But, scorning those who bid her stand,

Flies onward, fearing to be fined,
And leaves a cloud of dust behind.
We splutter, gasp, and clear our throats
When Julia motes.

Thus, to the wayfarer's dismay,
She rushes on her reckless way,
And crushes, careless of their squeals,
The dogs and hens beneath her wheels.
Her number the policeman notes
When Julia motes.

A GORGEOUS AUTOMOBILE

That prince of queer characters, and notorious spendthrift, the Earl of Anglesey, who died in March, 1905, owned a gorgeous motor-car which contained a boudoir. Its interior was hand-painted. When riding, the marquis used to wear a coat of imperial Russian sable, worth many thousands of dollars, and his motorman was dressed like an Indian prince.

HIS DISTANT MANNER

She — How far away were you from the automobile when it dashed by?

He — About as far as I am from you.

"Oh, then you were perfectly safe."

THE UTILITY OF THE AUTO

There is, says Mr. George E. Latham, a still stronger reason why the automobile has come to stay — its utility. We call the horse man's best friend, because he relieves us of the trouble of walking and is useful in bearing our heavy burdens. We eulogize "horse sense" because of the facility with which the animal's instinct can be subjugated to human intelligence. Yet whatever the horse can do, the automobile can do a hundred times better.

Where the horse would drop from fatigue, the automobile knows no weariness. Where the horse would slip and flounder over im-

passable roads, the automobile will carry its human burden safe and dry-shod. Where the horse may "eat its head off" in fodder, the automobile only feeds when it works. Where the horse may shy or bolt in spite of its horse sense, the automobile knows no terrors. Its fidelity is limited only by the intelligence of the man who guides it. It is the horse's best friend as well as man's. It relieves the horse of its burdens.

AN AUTOMOBILE GLOSSARY FOR INNOCENTS

BONNET. — The thing that covers the engines. Some makers by lengthening it have found an economical substitute for horse-power, besides providing a place where the motorist can get in out of the wet. It is usually so adjusted that when the motorist props it up to look inside it falls and hits him on the head. This is an ingenious

method of teaching him not to meddle with his engines.

BALL BEARINGS. — These are useful indicators, so fitted that when the car gets a shock they break. This enables the motorist to know for certain whether his car has had a shock.

BRASSES. — These are stuck about inside the works and should not be confounded with the brass plating. Things work on them; and when you take them out it is well to put them back again in the same place.

CHAUFFEUR. — A corruption of the term "shover," and applied to the driver because he is the only person who does not get out and shove when the car fails on a hill.

CRANK. — There is a crank at the end of each piston rod, but the ignorance of motorists is such that no owner of a four-cylinder car will admit that it is cranky.

ENGINE. — This is a somewhat important part. It consists of a lot of little parts. If any of these drop off trouble may result. It

is important to paint it with Pegamoid or some such paint, especially just before selling your car.

GARAGE. — A place to tow broken-down cars to, tip mechanics, and pay bills at. There is reason to believe that had Ananias kept a garage he would have escaped the fate that befell him, since most garage proprietors live to a good age. Barabbas would certainly have established a garage had that simple means of livelihood existed in his day.

IGNITION. — There are two sorts (1) by trembler coil, plug, and accumulator; (2) by magneto. The former is to be preferred, because if you hold on to the metal part of the plug and turn the handle, you can feel the exact force of the current. To avoid a plug sooting, screw it in so that it is easily removed. Nothing will ever go wrong with it then.

OWNER. — An inconvenient person apt to want to ride in the car just when the chauffeur is going out on a little trip of his own.

PUNCTURE. — An important part of all well-equipped cars. It serves to explain any bad speeds that may be made.

RIM. — The thing you drive on after a puncture or a burst. It serves at times to keep the tire from coming off.

SKID. — This is a polite form of explaining how you came to run over any one or into anything. If the car suddenly turns round without touching anything, it may also be a skid, but the police will call it drunk in charge.

SILENCER. — A thing hung under the car to hit dogs with. When efficiently designed, it takes up all the row made by those parts of the car which make the least noise. It is a convenient receptacle for broken valve-stems, etc.

STARTING HANDLE. — The thing you wind up to make the car go. In single-cylinder cars it often forms a valuable physical exercise, but much can be done with it on big

cars by advancing the ignition before turning.

TIRE. — This is what usually bursts in newspapers to explain a smash. No self-respecting newspaper reports an accident without a burst tire. The origin of the term is easily arrived at by any tyro who attempts to put one on. With a little trouble it is also possible to use this part for humourous remarks, as, for instance, "A car runs best when thoroughly tired." You may vary this with "suitably attired." The remarks of a man engaged in replacing one are, however, rarely humourous.

VALVE. — There are several sorts of valve. The two types of inlet are the automatic and the mechanical. The difference between them is easily recognized, because, when the cam gives out, it is M. O., and when the spring breaks, it is A. O. There is strong feeling about valves in the motor industry, since when a man is trying to sell you a car, he would not have the sort that the car is not

fitted with at any price. Whichever you have, there will come a time when you wish you had the other. An exhaust valve is rarely spoken of; when it is, the language is not fit for a decent publication.

ON A "BUST"

(With apologies to "Tara's Halls.")

Autos that once throughout our streets
At one time used to fly,
Now in their frozen-up retreats
The winter-time pass by.

But when the spring-time comes again,
The people all shall see
A goodly company indeed,
Himself, Herself, and Me!

All in that auto seated grand,
And dressed in clothes so gay,

AUTOMOBILIA

With everything to beat the band,
I hear some people say:

"There is no one in all our town
Puts on such giddy airs,
But autos do not always show
The state of man's affairs.

"For when upon a sudden 'bust'
Start some unlucky elves,
If their good auto does not bust,
They often 'bust' themselves."

C. W.

MOTOR-BOATING

What is more delightful to while away an hour or two of a sunny afternoon than a spin upon the river at a steady five or six miles an hour, without the slightest fatigue? What the light car is to the road the small motor-boat is to the river.

AUTOMOBILIA

To many people, especially those within convenient reach of our rivers and canals, and at seaside resorts, the attraction of a spin upon the water is irresistible. Their ambition is to be possessed of a small motor-boat, but the question of cost is so much an inscrutable mystery that they hesitate and finally dismiss their desire as being impossible, owing to the limited length of their purse-strings.

The motor-boat has so many advantages over the simplest motor-car that a great many people would much rather boast a boat than a car. There are fewer integral parts, and less liability to breakdowns. There are no change-speed gears about which to worry, nor differential gears to cause any anxiety. Moreover, there is no trouble in connection with the facilities for cooling the motor so long as the engine is fitted with a powerful pump. The driver does not have to husband his cooling medium after it has passed through the cylinder jacket, for he can dis-

charge it directly into the water and draw fresh supplies from an illimitable source.

The fundamental components of a motor-boat are the motor; invariably a reducing gear, to reduce the number of revolutions of the engine shaft for the propeller shaft (since it is obvious that a speed of 1,500 or more revolutions per minute in the engine is utterly unsuited to the propellers); the propellers, together with reversing gear — though every boat is not fitted with the latter mechanism, the propeller simply revolving in a forward drive. The reversing gear, however, is invaluable, especially when it is desired to arrest the speed of the boat suddenly or to manœuvre, and is well worth the extra cost.

A motor-boat is no more exposed to the danger of fire than a motor-car. All fear of fire can be easily overcome by the exercise of cleanly and careful habits. The bottom of the boat beneath the engine should be kept scrupulously free from all accumulation, then

no fear of fire need be entertained, and the boat will be as safe from this danger as a car or a bicycle.

The great efforts are toward a practical, every-day, moderately speedy, safe, and reliable craft, that can be used as a tender for a larger boat or for cruising on its own account. The motor-boat, with a speed of from fifteen to eighteen miles an hour, and that can be relied upon to reach its destination, has much to recommend it to a yachtsman, and its use in naval affairs is unlimited.

The motor-boat's great field lies, however, among those who cannot afford a larger craft — the hundreds who satisfy their craving for sea life with a small sailboat or a steam-launch. The motor-boat is of such light draught that it can go almost anywhere, in any river or lake, and its ease of handling recommends it to those who have not sufficient mechanical knowledge to operate a steam-launch or a launch with the regular type of marine motor. The manufacturers have de-

voted much attention to the production of an easily operated boat, and, working along the lines previously followed by the automobile manufacturers, have turned out boats which can be run with very little care.

THE AUTOMOBILE AND THE CART HORSE

A Swift Automobile once swept proudly past a Tired Cart Horse.

"Hello, Old Stick-in-the-Mud!" it called, tauntingly. "Back to the Boneyard, you Dead One!" So saying, it disappeared in a Cloud of Steam.

A little farther down the Pike, the Tired Cart Horse came upon the Swift Automobile, now Busted.

"Aha!" said the Steed, with a Horse Laugh, "who is Stick-in-the-Mud now? You are indeed far from your Happy Home."

While the Cart Horse was thinking up

other Biting Sarcasms of this Nature, they hitched him up to the Damaged Vehicle, and he was compelled to yank it laboriously to the stable, fourteen miles away on an Up Grade.

This fable teaches us that it is Wrong to gloat over the Downfall of our Enemies, until we are sure they can no longer injure us.

THE CHAUFFEUR'S CATECHISM

Q. What are you?

A. I am a chauffeur; that is to say, I drive an automobile on a road.

Q. You ought to be ashamed of yourself. And, pray, what is a road?

A. A road is a space, greater as a rule in its length than its breadth, and occasionally provided with a surface suitable for vehicular traffic.

Q. Can you tell me what the uses of a road are?

A. Primarily as a playground for dogs and cats, a *crêche* for village children, a chicken run, and a lounge for foot-passengers.

Q. What, then, is a sidewalk?

A. A sidewalk is a track running alongside the road and used principally by perambulators.

Q. Has a road no other uses than those you mention?

A. Secondarily, it is used for traffic.

Q. In traffic, which is the safer — the automobile or the horse-drawn vehicle?

A. The automobile, because it can be stopped more quickly and steered more accurately.

Q. Which does the more injury to the road surface?

A. The horse-drawn vehicle.

Q. Which pays more for being on the road?

A. The automobile.

Q. These points, then, being considered, what is your duty as a chauffeur?

A. Generally speaking, to apologize for being alive.

Q. Are not, then, the rules of the road and the rights enjoyed the same for all?

A. In theory, but not in practice. In practice the monarch of the road is generally a drunken labourer in charge of a hay-cart, asleep on the top of it, and incapable and obscene when awakened.

Q. Do you know of any reason for his special privileges?

A. It is not for chauffeurs to complain, but I do not.

Q. Would not the police interfere with him?

A. They might; but as a rule they are too busy timing the speed of automobiles.

Q. How many speeds are there?

A. There are three. The first is ten miles an hour, which is what you say; the second is eighteen miles an hour, which is what you

go; and the third is twenty-seven miles an hour, which is what the dollar stop-watch says.

Q. Why is it always twenty-seven miles an hour?

A. Because the police have got used to that number. One gets used to everything except automobiles.

Q. Is there any other privileged person besides the intoxicated labourer?

A. There is the dog.

Q. What is the dog?

A. The dog is the friend of man.

Q. In what way does he show this friendship?

A. By frightening children and horses, by upsetting and destroying bicyclists, by biting inoffensive strangers, and by disseminating rabies and other disgusting diseases.

Q. Have you nothing to say for the dog?

A. The well-broken and well-kept dog is a delightful animal, but not more than one dog in a thousand will answer to this descrip-

tion. In any case a dog of this kind is not here considered, because a properly broken dog is not allowed to interfere with and endanger traffic on the road.

Q. What is the attitude of the chauffeur toward the dog on the road?

A. The chauffeur spends a great part of his time in trying to save fools from the result of their own blunders. This applies as much to dogs as to the human variety.

Q. What is the popular belief as to the chauffeur's attitude?

A. The popular belief is that the chauffeur takes so much pleasure in running over dogs that he will risk an expensive car and possibly his own worthless life in order to do it.

Q. Is this popular belief founded on reason?

A. On the contrary. It is founded on the statements of the secretary of the Canine Defence League.

Q. Is it ever impossible to avoid a dog?

AUTOMOBILIA

A. The dog may always be saved, but at some sacrifice. It may, for instance, be necessary to run your $2,000 car into a stone wall and kill yourself, your wife, your Aunt Jane, and a few children who happen to be on the sidewalk at the time.

Q. And should you do this?

A. So we are at present being instructed.

Q. And would you do it?

A. Well, I'll think about it and let you know later on. I cannot stop at present, as I am just off to initiate a human defence league, with a special clause in its articles by which chauffeurs shall be entitled to rank as human beings.

THE USUAL BREAKDOWN

Dolly — Did you enjoy your ride in the auto?

Madge — It was nice going out, but I didn't like the walk back.

THE MODERN TEST

Mrs. Gramercy — What do you consider being shabby-genteel?

Mrs. Park — When you are able to keep a carriage but can't afford a horseless one.

NOBLESSE OBLIGE

To judge by some of the accidents, *automoblesse n'oblige pas.*

DOUBLY LEFT

Isabel — That young man who owns the auto jilted her.

Florence — That's awful. The poor thing had just bought an automobile coat.

Anger is like
A leaky wheel, which, being allowed to run,
Soon has to be re-tired.

AUTOMOBILIA

EASILY INTERPRETED

Mrs. Hoon — I dreamed last night that you had given me an automobile.

Mr. Hoon — H'm, yes! You had a horseless nightmare — and by the way, my dear, dreams usually go by contraries.

THE AUTOMOBILE IN FICTION

The automobile plays an important part in Mr. Morley Roberts's "Lady Penelope." Lady Penelope owns a car which is capable of great speed, and there is a very delightful account of her rapid flight in it, accompanied by several servants. One by one they lose their courage and she sheds them along the road at intervals, where they act as sign-posts for the pursuers. There is another laughable account of a bishop who takes his initial trip with a reckless, daredevil, sixteen-year-old youngster as chauffeur. The bishop also

loses his nerve and prays to be set down; so the disgusted youngster leaves the equally disgusted bishop stranded on a country road, miles from anywhere, while he continues his record trip. The bishop's remarks are worthy of a layman.

HIS INTENTIONS

Automobilist — I'm not satisfied with this mask.

"Doesn't it disguise your face?"

"Yes; but I want one that will disguise my intentions."

THE AUTOMOBILE AS A HILL-CLIMBER

"And speaking about hills," says Mr. Frank Munsey, "I want to tell you that the best part of automobiling — that part that gets you harder than anything else — is the

way an automobile sweeps up-hill. It doesn't know a hill when it comes to it. A wheelbarrow can run down-hill — any old thing can get down-hill fast enough, if let go. There is no trick in this. Gravitation does it all. The automobile, however, going down-hill can make old gravitation dizzy, drunk, even, with delight; and then with equal ease it will shoot up-hill in a way to make gravitation tear its hair with frenzy and slink away crestfallen, conquered."

THE BOTTOM PRICE FOR AUTOMOBILES

If I were to hazard a guess at what may eventually be the bottom price for a little runabout machine, wrote Mr. Winthrop E. Scarrett, in 1904, I should put the figure somewhere about three hundred or three hundred and fifty dollars. This will mean that an automobile will never be a boy's plaything, although it may yet become the subject of

purchases on the instalment plan. Even at the figure quoted, the working man who desires to buy an automobile will have to economize, or at least to save his money, in order to get it. When he has bought it, he will think enough of his purchase to take care of it, and he will not be disgusted because there is another model of the same name, but with the next year's date. He will prize his machine for what it is worth.

NOTHING NEW UNDER THE SUN

Speaking of the festive automobile, there is really nothing new under the sun, for it seems Louis XV. had a horseless carriage constructed for his use by a carriage builder at Paris. Its motive power was a huge clock spring. One day it was wound up too tight and came to grief, and the occupants of the car were thrown into the air. King Louis firmly believed it was a plot to kill him, and

seizing the unfortunate inventor, had him sent to the Bastile, where he finally ended his days. His fate put a wet blanket on the horseless vehicle for two centuries and more.

PROMOTED

"Jack, you see, was getting on so finely as an amateur chauffeur that father promised him a much larger machine —"

"Oh, how splendid!"

"Wait! And put him in charge last Monday morning of one of the firm's big auto-trucks."

EXPERT

Reggie — Have you your motor perfectly under control?

Bertie — When I take a girl out into the country for dinner, I can always break it down in front of a cheap table d'hôte place.

A NECESSITY

"No, I can't give anything to the hospital just now. I'm too poor this summer."

"Why did you buy a new automobile, then?"

"Because my old one couldn't make over sixty miles an hour."

THE BEST CHAUFFEUR

"And you," sneered the first automobilist, "claim to be the best chauffeur in town?"

"I do," stoutly answered the second.

"You do?" was the continuation of the sneer. "You do? and yet you never killed anything except a chicken in all your career!"

Stung to the quick, the second automobilist lurked with his machine in the vicinity of a schoolhouse all afternoon, forgetting in his blind rage that it was vacation time.

AUTOMOBILIA

AN INVENTION

An inventive electrical eel
Built himself an automobile;
He needs no gasolene, compressed air, or steam,
He attaches his tail to the wheel.

FARMER FOUND THE HORN USEFUL

That some aspects of automobiling appeal even to the most vehement opponents of the pastime is made plain by an anecdote, the telling of which is ascribed to Denman Thompson, of "Old Homestead" fame.

"A few days after an automobile race," Thompson said, "I happened to be driving over part of the same course. I stopped at a farmhouse and asked to be allowed to give the horse some water. I got some good hard cider along with it.

"'What did you think of the automobile race?' I asked my genial host.

"'The best thing for me that ever happened,' replied the farmer.

"'What!' I exclaimed, 'I thought all you farmers were against it.'

"'Not me,' said the farmer. 'You see, I got a balky mule that draws my stuff into market every morning. Yesterday morning that mule balked half-way to the market. Couldn't get him to stir. While I was trying to coax him, I saw a strange thing lying in the roadway. Sort of a rubber thing. I picked it up and accidentally squeezed it. It let out a terrible noise, just like one of those machines, and that mule started, me on the tail-board, and never stopped until it got to the ferry. I brought it home and showed it to 'Manda, and we squeezed it and squeezed it and squeezed it, and every darn chicken ran to the coop, every darn pig hid in the pen, every darn cow ran to the barn, the cat got behind the stove, the dog got

into his house, and 'Manda and me spent the quietest night we've had in many a day. No, siree, of all the labour-saving machines I ever did hear of, this is the best.' "

JOY IN "BUBBLING"

"I say, Fleming, will you breakfast with me at the Casino to-morrow about noon, and go for a run in my 'bubble' afterward?"

"Thank you, yes; I'll go. I have nothing less dull on hand."

"Dull! I guess you've never been in my machine."

"No, but I have been in the machine of every other man I know, and on each occasion I have spent several hours in the road, holding tools, while the owner or his chauffeur lay on his back under the car, and then we have joyously taken the trolley home." — *From Maud Wilder Goodwin's "Four Roads to Paradise."*

A LITTLE OUTING

One day went Bride and Groom in happy mood
To take a short electric-carriage outing,
That all the world and all its roads were good
Ne'er doubting.

Nor till they'd gone some distance did they learn
The way was rough, the carriage fond of bolting,
Of finding ruts and stones at every turn,
And jolting.

You see, their road was Inexperience,
Which winds and twists through country all delightless;
The chauffeur, Love, was quite devoid of sense,
And sightless.

Arthur Crawford.

AUTOMOBILIA

FORTUNE TELLER

"During next year you will be run over by an automobile, severely clubbed by a policeman, and thrown off an electric car, not to mention other hairbreadth escapes."

Customer — How in the world did you know I live in New York?

THE CHAUFFEUR'S SONG

I am impelled to succinctly state,
And I prate not in glittering platitude,
That I am abroad or early or late,
Humbly increasing the world's death-rate,
Which is the proper attitude,
A highly desirable, very advisable,
Easily acquirable automobilist attitude.

The Juggernaut killed and maimed a lot
Of Heathen in Hindu latitude,
But I just slaughter for fun, that's what!

AUTOMOBILIA

I stop not for woman or man or tot,
Which is the proper attitude,
The to be sought for, wrought for, and
fought for,
The ne'er to be caught for automobilist atti-
tude.

I am the Moloch of the road,
To slay is my beatitude;
I kill a boy as I would a toad,
And I don't care a fig for the criminal code,
Which is the proper attitude,
A highly desirable, very advisable,
Easily acquirable automobilist attitude.

If I kill too many, a fine I pay
(For which you should show your gratitude),
For I might easily scorch away,
But really the sport's worth a dollar a day,
Which is the proper attitude,
A not independable, quite unamendable,
A wholly commendable automobilist attitude.

AUTOMOBILIA

EXERCISE

"So you are going to get an automobile?"

"Yes," answered the man who is always thinking of his health. "My doctor says I must walk more."

BALKY

"This machine can go twenty times as fast as that mule of yours," said the man who had been fixing an automobile.

"Yessuh," answered Mr. Erastus Pinkley. "But it kin balk forty times as hahd."

MOBILE - OGRAPHY

For long I sauta-mobile, and at last finding an automobile to suit my taste, I bauto-mobile. Then I went to a man who tauto-mobile. My friends said it was autnoto-

mobile for me, I was so long before I cauton-to-mobile that mine was an aufu-mobile, an horri-mobile, and that in fact it was in my hands a killi-mobile. However, I stuck to it, and one day I cauta-mobile driven by a pretty girl who had lost control, and now we ride in a matri-mobile.

C. W.

"EXCELSIOR" UP TO DATE

The shades of night were falling fast
As through a Yankee village passed
A youth who on his auto red
This motto flaunted as he sped —
Faster chauffeur!

His brow was pale, his face was hid
Beneath the wire mask's ashen lid;
And like a strenuous siren hissed
The accents of the mobilist —
Faster chauffeur!

AUTOMOBILIA

From princely villas flashed the light
Of incandescents on the night;
For polo, poker, golf, he sighed,
And yet from out his muzzle cried —
Faster chauffeur!

"Hold! not so fast," the sheriff said;
"A thousand dollars on your head!
Our limit no man shall exceed."
The voice laughed, urging utmost speed —
Faster chauffeur!

"Stay," said the summer girl, "and rest
Your dust-white head upon this breast!"
A tear dropped from his frenzied eye,
The parchèd lips made sad reply —
Faster chauffeur!

"We'll let you know what we are for!
Beware the strong arm of the law!"
This was the "peeler's" fond farewell;
A taunt came back: The law be — well —
Faster chauffeur!

In Gotham town at break of day,
While sleepy roundsmen groped their way,
A startling cry, half curse, half prayer,
Was wafted down the shuddering air —
Faster chauffeur!

A gaunt, gray tramp with X-ray eye
The dead speed fiend did espy;
The hands firm grasped the fatal brake,
The froth-flecked lips, though still, yet spake — *Faster chauffeur!*

Beneath the "buzzer" and the mud,
A gruesome mass of bones and blood,
Unto his chauffeur's mangled corse
The ghost appealed in whispers hoarse —
Faster chauffeur!

At last when in the morgue he lay,
Begrimed and cold, a lump of clay,
From Sheol's hideous yawning pit
The shrieking demons seemed to spit —
Faster chauffeur!
William Hale.

AUTOMOBILIA

THE EVOLUTION OF THE AUTOMOBILE

BY CHARLES WELSH

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When that famous old fraud, Mother Shipton, prophesied in the time of Henry VIII. that " Carriages without horses shall go," she was only prophesying after the event, for sails, windmills, and springs had been employed as means of power locomotion on common roads early in the sixteenth century. These early inventions, it is true, were rude, clumsy, and imperfect. Johann Hausted, of Nuremberg, for example, made a chariot about this time which was propelled by springs. It was capable of a speed of one and a quarter miles an hour! A veritable Nuremberg toy alongside of our modern machines with a record of seventy-five miles an hour.

But far-sighted men had believed in the possibility of automobility for hundreds of

years. The automobile was foreshadowed by Roger Bacon in the thirteenth century, for he wrote, "We will be able to propel carriages with incredible speed without the assistance of any animal."

If we take a hasty glance along the stream of Time, noting by the way what the last four hundred years have brought forth in the shape of self-propelled carriages, we shall remark that the great Newton suggested propulsion by the reaction of a steam jet in 1680, and that Father Verbiest, a Jesuit missionary to China, actually constructed a machine so propelled in 1665. The celebrated engineer, Pupin, built a model for a road carriage to be propelled by an engine with a cylinder and piston, and as soon as steam began to come into practical use the idea of self-propelled vehicles became very general, and many busy brains set to work on the problem.

The great Frenchman, Cugnot, who constructed the earliest practicable power loco-

motives for road use during the years 1763-1771, may almost be called the father of automobilism. His first carriage was designed to transport cannon. His second steam carriage, built in 1770, is still preserved in Paris at the Conservatoire des Arts et des Metiers. "The ideas of Cugnot," says the Marquis de Chasseloup-Loubat, "were an entire century in advance of the mechanical means by which they could be realized."

The attempt led to no satisfactory results. Everything was defective — motive power, steering, control. Nevertheless the carriage ran, and ran so well that it broke down the enclosure of the ground on which it was tried. It is an incontestable fact that Cugnot is the inventor of automobile locomotion, and that the honour of first having imagined and realized a new method of transport, estimated to play an important part in the welfare of many lands, belongs to him.

F. Moore in London, 1769, and Livingston,

in 1784, were well-known makers of steam carriages of a kind, as were also Oliver Evans and Nathan Read in this country, who made some serviceable machines.

It was the idea of the automobile that led to the invention of the steamboat. Late in the eighteenth century John Fitch, of Hartford, Conn., conceived the idea of a steam carriage. It occurred to him to construct it so that it could cross a river, and this led him to build the first steamboat, which he ran on the Connecticut River. The first horseless steam fire-engine was devised by Frank Curtis, of Newburyport, Mass., shortly after 1860, and it ran successfully under its own steam. In 1867 Mr. Curtis built a steam carriage with a speed of twenty-five miles an hour, and it ran for eleven years.

But to return to our chronological order, there is one machine made by Wm. Murdock, in England, about 1784, which is still in good working order, and the celebrated Cornish engineer, Trevithick, began to build

road engines in 1803. The first compressed-air auto-car was made about 1810. "It was in England toward the third decade of the nineteenth century," says the authority before quoted, "that we saw the idea of Cugnot reappear. The same impulse which moved English engineers to build railroads in order to free the great industrial centres from the economic tyranny of those who constructed canals urged them to study methods of automobile locomotion on highways. That is to say, in its inception automobile locomotion was considered as an auxiliary to the railroad, which it really is.

"Unfortunately the promoters of the railway lines did not at all understand the respective spheres of action of the machine on the rail and the machine on the road. They took umbrage at automobile locomotion, and since they had much capital and influence at their disposal, they secured a law from the English Parliament which effectually killed automobile locomotion. It

ordained among other things that a man carrying a red flag by day, or a red lantern by night must be kept a hundred yards in advance of every automobile vehicle."

Until about 1840 steam was a common motive power for road vehicles. The road engine then, as the bicycle and automobile today, led to great improvements in road building in England and on the Continent of Europe. The famous MacAdam, Telford, and Neill, men whose names are indissolubly connected with the best modern road-making, flourished at about this time. But British ingenuity never succeeded in making the light and easy-running machines which the Frenchmen and the Americans achieved in these later years.

With the coming of the railroad, the road-engine was practically doomed for the time, although in reality the former was the outcome of the craze for the latter.

The vested interests in the railroad, as we have seen, soon became so enormous that

legislation was directed to the restriction of the road-engines, and they were employed under all sorts of crippling rules and regulations besides these referred to, until they practically disappeared, and their more powerful and swifter rival held the field alone for steam transportation for men and merchandise until the modern revival, which may be said to have had its origin in about 1878, when Leon Bollee, a French engineer, established his auto-car, which weighed three and a half tons. Compare this with the modern Daimler petroleum motor, which weighs but one ton and will do twice as much work. In 1886 Count Albert de Dion in his steam automobile showed what was the first practical horseless carriage of the modern type. Another Frenchman, Serpollet, was among the beginners of the modern perfect steam auto-car, and from Germany came the first oil motor — the Bentz.

A great step in the popularization of the auto-car was made in the early nineties, wl

the owners of *Le Petit Journal* of Paris organized a race between the various makers which attracted world-wide attention, and in 1898, when the Exhibition was held in Paris under the auspices of the Automobile Club of France, at which 1,100 vehicles were shown and thirty thousand spectators were present.

A great impulse to the development and use of the automobile in England was given by the withdrawal in 1897 of many of the laws which had hitherto hampered and restricted them. Meanwhile our own inventors and manufacturers were not idle, and they soon set about working out the possibilities of the machine and developing it, until to-day the American automobile, if it does not lead the world, is at least abreast of those of the pioneer countries of Europe. In June, 1896, an automobile contest, organized by the proprietor of the *Cosmopolitan Magazine*, was made in New York from the City Hall to Tarrytown on the Hudson and return. And

this seems to have given a remarkable and powerful impulse to automobile industry in this country. It attracted attention all over the country. The winner was the Duryea gasoline motor-wagon.

It was these and other contests which brought about the formation of the American Automobile Club, with its headquarters in New York — which has now a large and increasing membership roll. They have already coöperated with the League of American Wheelmen in their good work on behalf of good roads. It is said that in the summer of 1898 there were not thirty automobiles in the United States, but by August, 1899, at least eighty companies had been organized, with an aggregate capital of nearly $400,000,000. Two years later over three hundred firms were making automobiles, while to-day these figures may fairly be doubled, although there are no reliable statistics available.

The patent office records furnish a sure indication of the directions in which the minds

of our vast army of inventors are running, and of the interest taken in any given industry. No less than 275 patents dealing with automobiles in some shape or another were recorded during the last ten years of the nineteenth century, and the annual average since then has been considerably larger.

This enormous industry has naturally led to the establishment of important periodicals devoted to its interests all over the country, — east and west, north and south. About twenty such periodicals are extant to-day, and the magnitude of the industry is reflected in the most striking manner by the immense advertising patronage which they enjoy. Automobile literature in Europe is as extensive. The number of books devoted to the subject, the attention it receives in the magazines, and the number of new automobile journals which spring up every week is too great even to be chronicled here. But it is not necessary to go to the trade journals

to see this. It is scarcely possible to take up a magazine or a newspaper to-day without being reminded of the presence of this new industry, and the streets of every great city, and every highway in the United States, give evidence that this great adjunct to, and developer of, commerce has come to stay.

We have referred to the effect of the automobile and the cycle on the development of good roads, and have given some idea of the enormous industries to which it has given rise, furnishing employment to hundreds of thousands throughout the country. But this new means of locomotion is doing more than this.

As men "run to and fro, knowledge is increased," new tracts of country are opened up not only for the traveller for pleasure, but for profitable purposes as well. The chief interest in the automobile has hitherto been in its usefulness for the transportation of man. It is now receiving considerable

attention as affording increased facilities for the transportation of merchandise, and it may be the means for sending a great proportion of the dwellers in crowded cities back to the land. With increased facilities of cross-country transportation there comes the possibility of that *petite culture*, in which "every rood of land maintains its man," such as is found *par excellence* among the prosperous and contented peasantry of Belgium. Of course we must have our agriculture on the grand scale in the West, but around and about our Eastern cities there are countless acres of land which might be turned to profitable use, if only there were cheap and easy methods of bringing their produce to market, and the automobile may be the means of accomplishing this.

Indeed, it has already done so in England and in Europe. The use of motors for farm and market work is capable of enormous development. But there is no limit to their employment. The War Department, the

post-office, the doctor, the commercial traveller — all must use the automobile in the time to come, and as has been well said, "the revolution worked by railways is a small thing compared with the revolution now being produced by the motor-car."

We have seen that there are three great periods in the evolution of the automobile — first, the long period of its inception before the invention of railroads, and its partial development in the earlier decades of the nineteenth century. Then the period of abeyance, when it was eclipsed, if not driven out of existence, by the railroad power, and last, the great modern revival of the past twenty-five years.

Electricity, steam, and gasoline or naphtha are the three main sources of power that do the bidding of the man behind the lever. Other sources of power, such as compressed air, liquid air, carbonic acid gas, and alcohol, have been experimented with, but are regarded as impracticable by expert authori-

ties. In large cities, the electric vehicle was the first to come extensively into favour. It is especially adapted for all city uses, for it is without odour or vibration, and is almost noiseless; but so long as it is obliged to depend upon a storage battery it must be very heavy and can run but a limited distance — about twenty-five miles — without recharging. Therefore the automobiles run by steam or gasoline are superior for long distance purposes.

It is not within the province of this paper to enter into technical mechanical details of the evolution of the automobile. Increased power combined with diminished weight, higher speed, with smooth-running, accurate, and simple steering gear, perfect lubrication, and absolute control, are the directions in which it is being evolved before our eyes, and it is in these directions that manufacturers have been moving during the past twenty-five years. Every day sees some superfluous part removed, some simplification introduced.

Every month or so these modifications bring about a reduction of cost both of the machine itself and in its maintenance. Every day also sees some new adaptation of it to commercial purposes.

The evolution of the form and shape of the automobile is one of the most interesting features of its development. The first railroad carriages were just the ordinary coaches on flanged wheels to keep them on the track. The adaptation to conditions gradually brought about our magnificent hotels on wheels, in the shape of parlour, dining and sleeping cars. So the first motor-carriages were built on the plan of the ordinary horse carriage, but every day sees a departure from that form and a development more in accordance with the conditions. What the ultimate type will be it is difficult to forecast, but it will doubtless develop into a bluntly pointed front — a tendency, perhaps, to cigar shape — and a much lower body, probably within a step of the ground.

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The driver of gasoline vehicles must know something of the principle of the machine, and is often called upon to apply his knowledge. But he can go anywhere — up hill and down over the worst roads, through mud and snow, and can go at any rate he chooses. He can buy his fuel in any village street and in every city, and is not dependent upon electric-charging stations. Therefore, as we have said, for touring purposes the gasoline vehicle has great advantages over that propelled by electricity.

Steam has been more generally applied to the heavier classes of vehicles, though some pretty lighter ones have been made, chiefly in this country. They are easily started and easily stopped, and fuel and water can be obtained anywhere; but they have obvious disadvantages and have not come into general use for passenger purposes.

AUTOMOBILIA

Records, like "promises and pie-crust," are, as we all know, made to be broken, and almost every day sees the old ones shattered and new ones made. A speed of seventy-five miles an hour, attained on an ordinary road in France, and a three thousand mile trip lasting fifteen days and two hours in this country were two of the records for 1904.

A last word on the evolution of the automobile should be on the subject of the evolution of public opinion with regard to it. When the bicycle was becoming popular, the prejudice against it from pedestrians and drivers was unbounded, and the automobile has been even more severely attacked, perhaps not altogether without reason. But as the driver of the automobile becomes more expert, and the public becomes more accustomed to them, these prejudices will die out. Horses are being educated to meet motors without shying, as they were educated to meet railroad trains, trolley cars, and bicycles, and